Fehr & Peers

Memo

Date: April 6, 2026

To: Kirk Rector; Affinity Real Estate

From: Michael Adamson, PE, RSP$_1$; Fehr & Peers

Subject: Addendum to Ridley Village Court Traffic Impact Analysis

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This memorandum serves as an addendum to the Traffic Impact Analysis (TIA) performed for the Ridley Village Court development located south of Highway 2 between Ridley Village Road and Madison Avenue in Sandpoint, Idaho. The most recent update to this TIA was delivered to City staff on February 24th, 2026. The City has requested the following additional information be addended to the TIA to assist in determining the appropriate mitigation to address the westbound left-turn at Highway 2 & Ridley Village Road:

- An alternative trip assignment and appropriate modelling assuming closure of the westbound left-turn movement at Highway 2 & Ridley Village Road
- Cost estimates for:
    - Constructing the westbound left-turn storage lane at Highway 2 & Ridley Village Road; or
    - Providing channelization and signage to prohibit the westbound left-turn at Highway 2 & Ridley Village Road

Traffic Impacts of Restriction

As found in the TIA, the westbound left-turn movement of US 2 & Ridley Village Road meets warrants for a left-turn lane under both Existing (2024) and Future (2032) Background and Plus Project conditions. However, there are a few issues that limit the feasibility of constructing a westbound left-turn lane:

- Limited space between Ridley Village Road and the anticipated realignment of Ontario Street at Highway 2.
- Limited shoulder width along Highway 2 that could be repurposed for a left-turn lane, so additional paved area would be needed to accommodate this lane, which could be cost prohibitive given the embankment on the north side.

As such, the City asked that Fehr & Peers explore the possibility of restricting left-turns instead, and what this would mean in terms of potential re-routing of traffic. Fehr & Peers assessed these impacts against the Future (2032) Plus Project conditions, which are considered to be the worst case traffic conditions for the site.

Future (2032) Plus Project Conditions with Re-Routing

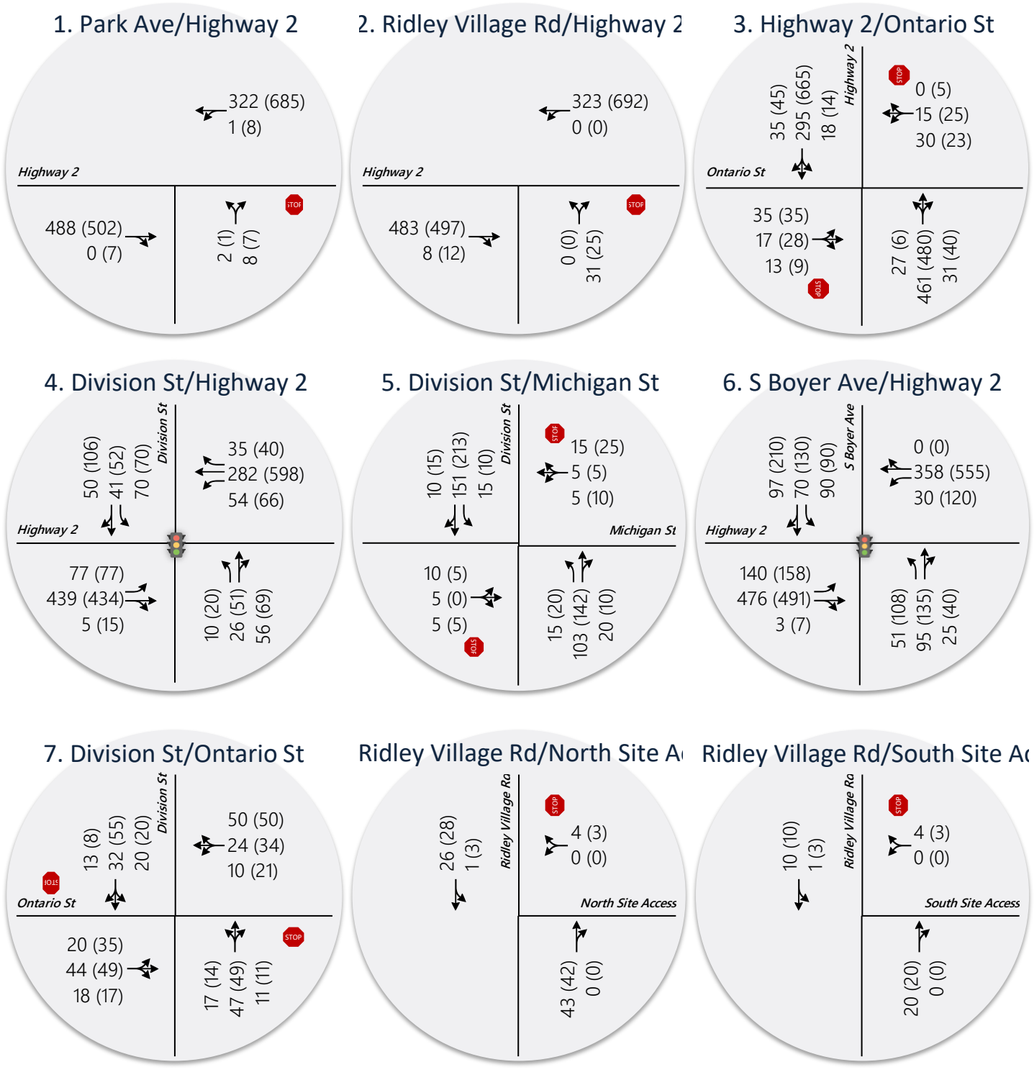
Fehr & Peers used Synchro software and the HCM 6 delay thresholds outlined in the TIA to analyze signalized and unsignalized intersections, respectively. **Figure 1** shows the re-routed traffic conditions under Future (2032) Plus Project, assuming a right-in right-out restriction is put in place for the NB approach of Highway 2 & Ridley Village Road. A right-in right-out restriction was assumed to assess the worst-case re-routing condition; operationally, restricting just the left-in would cause less of an impact to current routing (and thus operations at the study intersections) while still mitigating the westbound left-turn.

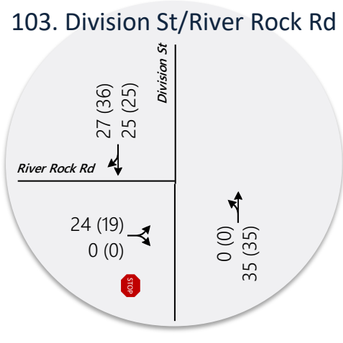
Table 1 reports the results of the weekday level of service (see **Attachment A** for the detailed LOS and queuing reports). Queueing analysis was not included as it was determined that the re-routed conditions would not change queueing at Boyer Avenue & Highway 2, the only intersection where queues were anticipated to exceed storage.

Based on the updated operations analysis, the re-routing would result in negligible increases in delay at some of the study intersections, with the largest delay increase of 3-5 seconds occurring on the minor approaches of Highway 2 & Ontario Street. This increase in delay is largely attributable to left-out vehicles forced to re-route along Division Street and then turn left onto Highway 2 via Ontario Street as a result of the conservatively assumed left-out restriction. **Assuming only a left-in restriction rather than the full right-in right-out control assumed for the operations analysis would mean re-routing to Highway 2 via Ontario Street would be unnecessary for those accessing US 2 via Ridley Village Road.**

Magnitude of Traffic on River Rock Road

With a conservatively assumed right-in/right-out control for the northbound leg of Highway 2 & Ridley Village Road, it is anticipated that those who would have turned left at this intersection will instead need to re-route via River Rock Road and Division Street. The new anticipated total peak hour trips that would be present on River Rock Road (both preexisting and those routing to/from Ridley Village Court/Ridley Village Road) would be approximately 51 trips in the AM peak hour and 55 trips in the PM peak hour. **This level of traffic is still in keeping with River Rock Road's identity as a low-speed, low-volume roadway, and it is not anticipated that the additional traffic would represent a decrease in safety or comfort on this residential road.** If only the westbound left-turn were restricted, it is anticipated that the number of vehicles required to re-route via River Rock Road would be halved.





LEGEND

STOP Stop Sign — Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume

Figure 1

Future (2032) Plus Project Conditions with Re-Routing

Table 1: Future 2032 Weekday AM and PM Plus Project Conditions Level of Service

Intersection				Worst Movement[1,3]			Overall Intersection[2,3]	
ID	Location	Period	Control	Movement[4]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	Park Avenue & Highway 2	AM	NB Stop	NB	14	C	–	–
		PM		NB	14	C	–	–
2	Ridley Village Road & Highway 2	AM	NB Stop	NB	13	B	–	–
		PM		NB	12	B	–	–
3	Highway 2 & Ontario Street	AM	EB/WB Stop	WB	**40**	**E**	–	–
		PM		EB	**55**	**F**	–	–
4	Division Avenue & Highway 2	AM	Signal	–	–	–	29	C
		PM		–	–	–	20	B
5	Division Avenue & Michigan Street	AM	EB/WB Stop	EB	11	B	–	–
		PM		EB	11	B	–	–
6	Boyer Avenue & Highway 2	AM	Signal	–	–	–	19	B
		PM		–	–	–	42	D
7	Division Avenue & Ontario Street	AM	NB/SB Stop	NB	11	B	–	–
		PM		NB	12	B	–	–
101	Ridley Village Road & Northwest Access	AM	WB Stop	WB	9	A	–	–
		PM		WB	9	A	–	–
102	Ridley Village Road & Southwest Access	AM	WB Stop	WB	8	A	–	–
		PM		WB	8	A	–	–
103	Madison Avenue & Southeast Access	AM	EB Stop	EB	9	A	–	–
		PM		EB	9	A	–	–

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. LOS highlighted in **bold** indicate deficient LOS.
4. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
5. This represents the worst movement 95th percentile queue.

Source: Fehr & Peers

Cost Estimation

Share of Traffic Redistributed

Assuming restriction of just the westbound left-turn at Highway 2 & Ridley Village Road, this would result in the following re-routing of vehicles (per 2032 volumes) that would instead route along Division Street to River Rock Road. These have been divided into background and project-specific trips, since the westbound left-turn was a mitigation identified in the TIS under both background and plus project conditions:

- Project-specific:
  - AM Peak Hour: 2 trips
  - PM Peak Hour: 8 trips
- Background:
  - AM Peak Hour: 17 trips
  - PM Peak Hour: 18 trips

Based on this, the share of trips from this mitigated movement that are project-specific is approximately 11-30%, depending on peak hour. However, it's important to recognize that Ridley Village Court will be constructing the alternate route (the extension to River Rock Road) that not only serves project trips but also those background trips that can no longer turn left (17-18 trips), meaning that the project is already providing an essential element of the infrastructure needed to mitigate the westbound left-turn. **Contingent on discussions between the ITD and the City, this should be one element to consider in determining the development's proportionate share of the cost, if any, of constructing the left-turn restriction.**

Costs By Alternative

This section outlines the cost estimates for the two mitigation options:

- Constructing the westbound left-turn storage lane at Highway 2 & Ridley Village Road
- Providing channelization and signage to prohibit the westbound left-turn at Highway 2 & Ridley Village Road

For both of these alternate mitigations, the following assumptions were made:

- Either mitigation would include ADA upgrades to the curb ramps, landing and crossing, where necessary
  - The cost estimate range developed for each mitigation is also meant to capture the potential cost of right-of-way acquisition as part of ADA improvements to the southeast corner of the intersection.
- Unit costs for removals and improvements were based on ITD's Average Unit Price estimates from recent work (2023-2025) completed on state facilities.

These cost estimates are meant for planning purposes only. As such, a contingency of 20% was assumed to account for staging, demolition, and variability of construction costs. **These estimates will need to be confirmed and refined as part of final design.**

Left-Turn Lane

Consistent with the aforementioned assumptions, it is estimated that implementation of a 12-foot westbound left-turn storage lane at the intersection of Highway 2 & Ridley Village Road would cost approximately **$151,000-218,000**. This cost would include:

- Widening the paved area along the north side of the roadway to include a 50-foot storage lane with a 105-foot deceleration lane and an 80-foot shifting taper on the westbound approach, and a comparable shifting taper on the eastbound approach to assure proper lane alignment. These measurements are consistent with ITD MUTCD Figure 3B-2, though these measurements should be confirmed during final design.
- Appropriate striping improvements
- The aforementioned pedestrian improvements to bring the north-south and east-west crossings, ramps and landings into compliance with ADA
- Applicable signage to accommodate the left-turn movement

Westbound Left-Turn Restriction

Consistent with the aforementioned assumptions, it is estimated that implementation of a westbound left-turn restriction at the intersection of Highway 2 & Ridley Village Road would cost approximately **$50,000-73,000**. This cost would include:

- Construction of a turn channelization island on the northbound approach that either (a) prohibits ingress and egress left-turns or (b) prohibits just ingress left-turns
- Appropriate striping improvements
- The aforementioned pedestrian improvements to bring the east-west crossing, ramps and landings into compliance with ADA and integrate the east-west crossing with the turn channelization island
- Applicable signage to restrict left-turn movements for the westbound approach

It was determined that the cost for either a northbound right-in/right-out control or a partial control just to restrict the westbound left-turn would be very similar, with small differences attributable to the size of the channelized island and necessary signage.

Limitations of Cost Estimates

As previously stated, these cost estimates are for planning purposes only, and represent a conservative range of what these potential mitigations would cost. Additional civil and design-level cost estimation should be performed to refine these estimates prior to implementation.

Additional detail on exact assumptions, measurements and unit costs used to define these planning level cost estimates are available upon request.

Recommendations

Given the negligible operational impacts of potential re-routing of the westbound left-turn and the much lower cost of simply restricting this movement, it is recommended that the City coordinate with ITD to consider implementation of the following:

- A westbound left-turn restriction, including a partial channelized island on the northbound approach that would block the westbound left-turn ingress while still allowed northbound left-turn egress.
- This improvement should include appropriate ADA improvements for the crossing, ramps and pedestrian landings at the intersection.

It is estimated that these improvements would cost **$50,000–73,000**. It is recommended that the City coordinate with ITD and the developer to determine an appropriate proportionate cost share, if any, for implementation of this improvement given:

- The estimated $285,000 in impact fees the development is contributing to the Roads and Pathways Improvement Fund
- Improvements the development is already providing at River Rock Road that facilitate re-routing of background left-turns (17–18 trips)

This mitigation, if required, should be constructed prior to delivery of the first dwelling unit but after construction of the River Rock Road extension to ensure re-routing can be accommodated.